

adjusting the control signal to the variator and/or adjusting a torque controller of the engine such that engine torque is equal to loading torque applied by the transmission to the engine plus the excess torque $TrqAcc$, such that the excess torque acts upon the relevant power train inertia and causes engine acceleration.

18. A method as claimed in claim 17 wherein the construction and arrangement of the variator is such that torques exerted by the variator upon its input and output members is always proportional to magnitude of the primary control signal, for a given variator drive ratio.

19. A method as claimed in claim 17 wherein the construction and arrangement of the variator is such that the sum of the torques exerted by the variator upon its rotary input and output members is always proportional to magnitude of the primary signal control.

20. A method as claimed in any of claims 17 to 19 wherein the control signal takes the form of a difference between two hydraulic pressures.

21. A method as claimed in any of claims 17 to 20 wherein the target engine acceleration is calculated based on a difference between current and target engine speeds.

22. A method as claimed in any of claims 17 to 21 wherein target engine speed is set in dependence upon a user input.